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Heartland intermodal partnership
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(Upper continued from page 2)

MRUTC, four graduate students are currently working with faculty and staff on the study.

We look forward to the completion of this study over the next year. For more information on the Upper Midwest Freight Corridor Study, please go to www.uppermidwestfreight.org or contact Assistant Project Director Travis Gordon at 608/262-6639.

--excerpt from *The MRUTC*, Vol. 11, December 2003

(Inland continued from page 3)

new business for the domestic waterways sector, the capacity is there and we may end up using it.

To close this loop will require some creative approaches by planners and the marine industry.

Certainly the visibility of the Baton Rouge container-on-barge service is a good first step.

--excerpt from *Workboat*, April 2004

(Administration continued from page 1)

we have submitted comments to the Federal Maritime Commission, urging them to make that change," he said.

--excerpt from *The Journal of Commerce ONLINE*, March 23, 2004.

(Bradberry continued from page 3)

Bradberry ... received his Bachelor of Science degree in Mechanical Engineering from Le-Tourneau University in Longview, Texas in 1973. He earned his Master of Science degree in Industrial Engineering from Louisiana State University in 1976.

--excerpt from *Louisiana Governor's Press Office*,

FYI

An Intermodal Transportation Symposium will be held at the Lowndes County Port on the Tennessee-Tombigbee Waterway in Columbus MS on June 10-11 2004. It is sponsored by the Tennessee-Tombigbee Waterway Development Authority, the Tenn-Tom Council, the Appalachian Regional Commission, the U.S. Army Corps of Engineers, SSA Marine Inc., Lowndes County Port Authority, and Mississippi State University. Transportation officials, shippers, carriers as well as plant and traffic managers are encouraged to attend. For more information or to register, please contact the Tenn-Tom Waterway at 1-888-TENNTOM or tenntom@ebicom.net

The Mississippi Intermodal Council will meet at the Grand Hotel Bayview, Biloxi, MS August 4, 10AM - noon. All interested parties are invited. Contact Deirdre McGowan at insightltd@msn.com

Talking Freight—The following is the USDOT/Federal Highways website for the "Talking Freight" schedule of telecon/webex sessions which are held periodically: <http://talkingfreight.webex.com>

MARITIME ADMINISTRATION 501 MAGAZINE STREET, SUITE 1223, NEW ORLEANS, LA 70130-3394

May 2004

HIP HOORAY

UPDATE OF THE ACTIVITIES OF THE HEARTLAND INTERMODAL PARTNERSHIP

Transportation Officials to Converge in the Windy City to Address Potential Crisis

Is Chicago windy in June? If not, it genuinely will be the "Windy City" when transportation professionals from state, local and private business interests, in partnership with federal counterparts, from the 24-state heartland arrive for the Heartland Intermodal Partnership's (HIP) Executive Committee meeting. The Executive Committee will convene in Chicago, June 17-18, 2004, for its semianual meeting; the venue is the Sheraton Gateway Suites, Chicago O'Hare Airport, 6501 N. Mannheim Road, Rosemont, Illinois.

The HIP Executive Committee meeting will essentially address steps the partnership can take to assuage the forecasted congestion crisis, promote economic development, and increase the heartland's visibility as a most efficient multi-modal, intermodal region. The heartland's transportation infrastructure assets include not only highway and rail, but also a vast coastal and inland waterway system that has the potential to be an alternate "highway" for the movement of freight. Meeting agenda items include intermodal panels for highway, rail, water carriers and ports, a Legislative segment, a 501(c)(6) presentation, and a work plan segment. Maritime Administrator William Schubert will make a presentation on SEA-21 the evening of June 17.

Additional meeting details will be published in the near future.

Administration supports SEA-21: Mineta

The Bush administration still supports omnibus maritime spending legislation known as SEA-21 despite a lack of potential funding ...

"SEA-21 will do for the maritime transportation system what [the Intermodal Surface Transportation Efficiency Act] did for surface transportation, and will ensure a more competitive and modern maritime transportation system," Mineta told a meeting of the National Industrial Transportation League.

The bill ... would establish a funding system similar to that of the federal trust funds for highways and aviation. Critics have argued almost since its conception that proponents have failed to identify an adequate source of funds or specified what infrastructure projects would qualify.

Mineta did not offer any new specifics on the proposal, but said short-sea shipping, which shifts truck traffic to coastal and inland barges, would be an important component and necessary to help alleviate congestion from increased cargo traffic.

"The Bush administration also is taking a serious look at how the largely untapped maritime component of our transportation system can help move commercial goods more effectively and efficiently," Mineta said.

In the same speech, Mineta said the administration supports extending confidentiality rights to non-vessel operating common carriers. "That is why

(*"Administration"* continued on page 4)

Upper Midwest Freight Corridor Study: a truly cooperative effort

Last August, work officially began on the Upper Midwest Freight Corridor Study. The study will be the first time that the region's freight transportation system will be looked at without stopping at state and national borders. That makes sense, since the majority of the freight moved in this region crosses a state or national border. The study will analyze the capacity and usage of the freight transportation system in an area that stretches from Minnesota and Manitoba in the west to Ontario and Ohio in the east. Due to the region's strategic location on the inland waterway system and direct access to the Great Lakes, particular attention is being given to waterborne freight. Other projects in the study include: research on issues of government freight regulation and planning, research on freight transportation performance measures, study of best practices in multi-jurisdictional freight planning, and development of a clearinghouse of freight resources in the region. Work is being done simultaneously by seven different faculty researchers at three different universities.

Six states in the Upper Midwest/Great Lakes region have contributed to a pooled fund to facilitate this study: Illinois, Indiana, Iowa, Minnesota, Ohio, and Wisconsin. The Midwest Regional University Transportation Center (MRUTC) at the University of Wisconsin-Madison and its partners on this project (The University of Toledo and the University of Illinois at Chicago) are also contributing to the financial needs of this study by sponsoring faculty, staff, and student time on the project. This cooperation leverages the strengths of the group, making a study like this a reality during times of tight budgets.

One of the many advantages of having the study led by a team of universities is that we are exposing the topic of freight [and its impact] to future transportation professionals. Students on all three campuses have been working on the study for several months, with many more opportunities planned throughout the 14-month study. At the

("Upper" continued on page 4)

HIP Executive Committee Meets "Way Down Yonder in New Orleans"

The Heartland Intermodal Partnership held its second semi-annual Executive Committee meeting at the World Trade Center in New Orleans, Louisiana, December 4-5, 2004. Agenda items included the organizational structure, GeoFreight presentation, modal presentations, and the rollout of the HIP press kit, brochure, and webpage: www.marad.dot.gov/programs/hip.html.

Twenty-five plus representatives of the Heartland's transportation industry gathered in New Orleans. The meeting commenced at 1:00 p.m., CST, on Thursday, December 4, and adjourned at noon on the 5th.



Attendees enjoyed a formal dinner at the Renaissance Arts Hotel the evening of December 4.

Development Grant For Globalplex

The Port of South Louisiana will benefit from a \$900 thousand Economic Development Award announced March 24 by William H. Lash III, U.S. assistant secretary of Commerce for Market Access Compliance ...

The award will be used for construction of a Globalplex rail spur, adding about one mile of track and connecting with the Canadian National/Illinois Central Railroad and the Kansas City Southern Railroad at the northern end of the 335-acre industrial park ... Total project cost is estimated at \$1.35 million

The rail spur will be part of an ongoing series of improvements at the Globalplex Terminal ...

--excerpt from *Times Picayune*, March 2004

Mission: Support competitiveness of HIP-region business, industry and labor in world markets through improved intermodal transportation.

Inland Insider Looking for capacity? Try the water

Highways, the traditional mode of transport for freight, are running out of capacity. That was the consensus among speakers at the recent Louisiana Planning Council Annual Statewide Conference on "Transportation Logistics Technologies."

Technology can help accommodate some of the projected growth in highway traffic. However, long-term demand for roadway capacity outpaces existing infrastructure. For some highway segments there is little or no room for expansion and future bottlenecks are expected.

The mode identified as having the most capacity with the least projected growth is domestic water. This should come as no surprise. Historically, the barge freight sector has not participated in high-volume, time-sensitive intermodal services.

One positive business development on the inland waterways is Houston-based Osprey Line's container-on-barge [COB] service in the Gulf of Mexico and Lower Mississippi River. The weekly COB service between New Orleans and Baton Rouge, LA is reportedly running at 30 boxes a trip. This appears to be an emerging niche market with most of the boxes reportedly overweight by highway standards.

It's expected that COB traffic will grow substantially once it establishes credibility with shippers. The overweight box niche should provide a sufficient level of traffic to break even and lead to an increase in service frequency. This, in turn, could lead to more business in containers that are legally transported over the road.

There is some optimism that the COB concept will spread upriver, particularly among Mississippi River tributaries and ports that lack proximity to competitive rail intermodal service. It is premature to weigh in on COB's prospects in these places. However, highways, and to some extent rail, may no longer be regarded as choice transport modes due to emerging capacity bottlenecks.

Despite the lack of immediate growth of

("Inland" continued on page 4)

Johnny B. Bradberry Appointed Secretary of Louisiana DOTD

Governor Appoints Secretary of the Louisiana Department of Transportation and Development—Louisiana native brings a wealth of management experience to helm of DOTD

Governor Kathleen Babineaux Blanco ... appointed Johnny B. Bradberry as the new Secretary of the Louisiana Department of Transportation and Development (DOTD).

A native of Grand Isle, Bradberry returns to Louisiana after spending nearly 30 years with the ConocoPhillips Company in Houston, Texas. Most recently he was an Operations Manager in exploration and production for the company, with a primary focus on the Gulf Coast, Texas, Louisiana and Mississippi regions. "Johnny has excelled at managing successful, multi-functional organizations and large projects for ConocoPhillips. His talents in managing people, operations, finances, and multi-



disciplined teams make him an excellent leader for the Department of Transportation and Development," said Governor Blanco. "Transportation and infrastructure are an integral part of economic development and Johnny will fortify that linkage with his strong management expertise..."

Bradberry's tenure at ConocoPhillips Company, which began in 1977 when he was hired as an engineer, has included the management of multi-disciplined organizations and multimillion-dollar projects, locally, nationally and internationally.

As the chief executive of DOTD, Bradberry will lead a staff of 5,300 with an annual budget of more than \$1 billion. DOTD produces an annual construction program of more than \$600 million and is responsible for intermodal transportation as well as water resources and flood control programs.

("Bradberry" continued on page 4)